

THE WEATHER											
Cloudy tonight with low temperatures about 65 degrees. Wednesday unsettled with light rain. Moderate winds.											
TEMPERATURE AT EACH HOUR											
8	9	10	11	12	1	2	3	4	5		
60	58	58	58	59	40	40					

VOL. IX.—NO. 88

Entered as Second-Class Matter at the Postoffice at Philadelphia, Pa.
Under the Act of March 3, 1879

PHILADELPHIA, TUESDAY, DECEMBER 26, 1922

Published Daily Except Sunday
Copyright, 1922, by Public Ledger Company.

NIGHT
EXTRA

PRICE TWO CENTS

IDENTIFY MEMBERS OF KU KLUX MOB; PUSH MURDER CASE

Louisiana Farmer, Nephew of Prisoner, Saw Klansmen With Hoods Lifted

NOT WATER FOR CROWD: TO BE STATE WITNESS

Prosecution Will Produce Men Who Do Not Fear to Give Testimony

Bastrop, La., Dec. 26.—Secret Service men who have worked on the case several months, said here today the State would be able to identify seven members of the masked Ku Klux Klan mob which last August kidnapped five Mer Rouge residents, including Watt Daniels and Thomas Richards, whose decapitated bodies were taken from a nearby lake last week.

Berry Whetstone, a farmer, will testify at the opening hearing ordered by Governor Parker to begin January 1 that he witnessed the seizure and sparing away of the frenzied and recognized some of the abductors when they lifted their hoods to drink water they had forced him to give them, the investigators said. Whetstone was held up by the hand on the Mer Rouge-Bastrop bridge, where he was sent and sent for water by the thirsty mob.

The investigators declined to disclose the witness whereabouts, but one said he is somewhere in Mississippi under the protection of a Federal officer. Another report was that he is being secreted in Baton Rouge along with another State witness. Another witness is reported to have been removed to Texas to await the hearing.

Witness a Nephew of Prisoner

Whetstone said the authorities of Bastrop, La., agreed to let his nephew, Dr. J. Burnett, former deputy sheriff, the suspect who has been indicted here on the charge of murder. Burnett is the first alleged member of the hooded mob to be arrested.

Plans for the open hearing here will be formulated at a conference in New Orleans next Thursday to settle the outcome of the case. The hearing will consist over the bodies of Daniels and Richards and the report of the New Orleans pathologists who conducted the autopsy will be discussed.

Those acquainted with the character of the witnesses the State will call are authority for the statement that they will be most tenacious in their fight for justice, the trial will be masked mob that is believed to have led to the death of Daniels and Richards.

Charles H. Ewing, vice president of the Philadelphia and Reading Railway, said:

"We are hearing a lot about a shortage of cars at the mines. There is no shortage of cars at the mines. I honestly believe a lot of the scare about coal famine that we hear about is nothing.

Those who seek the licenses are Mrs. Annie P. Conahan and Jacob Schuch. Both were in court.

THE SEARCH FOR KLAN VICTIMS



Divers, under military protection, searched the lake near Mer Rouge, La., for days to recover the bodies of Wattis Daniels and Thomas Richards, alleged Ku Klux Klan victims, before the bodies were found in Lake La Fourche. This photo shows a diver having helmet adjusted. Todd Davenport, one of the men who was kidnapped and later released by the Klan, is standing with his hand on his hip.

COAL COMING NOW, DREXEL HILL 'DRYS' RAILROAD MEN SAY ASK COURT'S AID

Carriers and Producers Insist Women Appear Before Media Judge to Oppose Two License Petitions

HAVE PLENTY OF CARS DECISION IS RESERVED

White householders are besieging railroads and coal offices for fuel, and retailers in some instances take the view that the scarcity is "worse than ever before," railroad officials and big producers today took a more optimistic view of the situation.

Charles H. Ewing, vice president of the Philadelphia and Reading Railway, said:

"We are hearing a lot about a shortage of cars at the mines. There is no shortage of cars at the mines. I honestly believe a lot of the scare about coal famine that we hear about is nothing.

Those who seek the licenses are Mrs. Annie P. Conahan and Jacob Schuch. Both were in court.

Not in Drexel Hill

It is contended by the license seekers that their proposed establishments would be in Garrettsford and therefore that the indignation of the Drexel Hill residents is geographically out of order, for months no coal was produced at all. We are behind in coal; we cannot escape that fact."

Not Demand for Cars

Bearing out Mr. Ewing's statement bearing on the car supply, James E. Boughe, manager of the Pennsylvania Equipment Company, said today: "We have no coal, for immediate delivery, approximately 2000 coal cars in serviceable condition at Norwood Station, Pa."

In spite of the fact we have offered these cars to virtually every railroad company and shipper of coal, both in this country and in Canada, we have been unable to dispose of them, although the prices asked are very reasonable,"

"It seems to us that the Government or municipalities, if they have the wants of the people at heart, should assist themselves of every opportunity to purchase railroad coal cars. This is the best way to meet the present situation to some extent."

An official of the Philadelphia and Reading Coal and Iron Company pointed out that his company was surpassing the dealers of the city with the 70,000 tons of anthracite a month that was promised Mayor Moore in full return for the money expended.

"Certain of the bureaus are able to

FINEGAN SYSTEM WINS APPROVAL OF PINCHOT PROBERS

Committee Headed by Dr. Updegraff Would Give State Superintendent More Power

FAVORS MAKING HIM HEAD OF VARIOUS LAY BOARDS

Cut in State Aid Proposed. Taxpayers Would Have to Meet Deficit

Approval of the essential features of the so-called Finegan program for the rehabilitation of the State's school system is contained in the report on this much-debated question to Governor-elect Pinchot's "Citizens" Committee on State Finances, which was submitted today by Dr. Harlan Updegraff.

The report is part of the survey made by Dr. Updegraff into the fiscal policies of the Commonwealth as they affect the State Department of Public Instruction, of which Dr. Thomas E. Finegan is the head. It is the fourth section of the general survey. The fifth and final section will be published later.

One recommendation of the report is that the State Superintendent be given even more power and be made secretary and executive officer of the various lay boards which control appropriations in certain classes of schools of higher education.

This would allow the coordination of expenditures in the various classes of schools—universities, college, normal schools, high and elementary schools.

The report of Dr. Updegraff, who is professor of educational administration at the University of Pennsylvania, reads in brief:

"The State Department of Public Instruction of other States increased their appropriations more rapidly than did that of Pennsylvania during the fifteen years preceding 1920.

"The number of staff officers now in the State Department of Public Instruction in Pennsylvania is proportionate to the public schools in the average of the other eleven representative States.

"While the salaries paid these staff officers are higher than in other States, they are no higher than was necessary to obtain the services of the individuals employed.

"The fact that these officers are not paid more is due to the fact that Pennsylvania or to accept contracts for writing books should be taken into account in this connection.

"Also the fact that in other States the salaries are frequently fixed by statute and are lower than they should be in order to secure persons of the highest efficiency.

Salaries None Too High

"Salaries are no higher than are necessary to obtain and hold men and women of high qualifications. Twenty percent of the staff have left to accept positions elsewhere under conditions that would give them larger financial returns than in the State Department of Public Instruction.

"The expenses of the Department personnel enrolled in the State and the per capita of population in the State are not quite so high as the average furnished by eleven representative northern States.

"Mr. Updegraff said that the salaries needed were not enough to cover the cost of maintaining the pneumatic tube system, and that it was necessary to have a large number of tubes to make the system efficient.

"I expect to take up with the Postmaster General the wisdom of substituting trucks for tubes. Market gardens, for instance, could save it, with so many automobiles, and the addition of fast-driving mail trucks would seriously add to the present congestion. Our thickly traveled streets need less, not more congestion."

"I expect to take up with the Postmaster General the wisdom of substituting trucks for tubes. Market gardens, for instance, could save it, with so many automobiles, and the addition of fast-driving mail trucks would seriously add to the present congestion. Our thickly traveled streets need less, not more congestion."

Not Demand for Cars

Bearing out Mr. Ewing's statement bearing on the car supply, James E. Boughe, manager of the Pennsylvania Equipment Company, said today: "We have no coal, for immediate delivery, approximately 2000 coal cars in serviceable condition at Norwood Station, Pa."

In spite of the fact we have offered these cars to virtually every railroad company and shipper of coal, both in this country and in Canada, we have been unable to dispose of them, although the prices asked are very reasonable,"

"It seems to us that the Government or municipalities, if they have the wants of the people at heart, should assist themselves of every opportunity to purchase railroad coal cars. This is the best way to meet the present situation to some extent."

An official of the Philadelphia and Reading Coal and Iron Company pointed out that his company was surpassing the dealers of the city with the 70,000 tons of anthracite a month that was promised Mayor Moore in full return for the money expended.

"Certain of the bureaus are able to

Continued on Page Six, Column Two

DR. GEORGE G. ROSS ILL

Noted Surgeon and Cousin of Kidnapper's Victim in Hospital

Dr. George G. Ross, prominent surgeon, is critically ill in the Lenapean Hospital, where he has been confined for three weeks.

The surgeon, who is a graduate of the University of Pennsylvania, is 55 years old. He lives at 1720 Spruce street, and is a member of the surgical staff of the Lenapean, Methodist, Germantown and University Hospitals. Dr. Ross, trace of whom was lost after he was kidnapped from his home in Germantown forty-eight years ago,

"The kidnapping was made to the processions because he was a noted surgeon, and he was kidnapped to obtain his services,"

He was in good spirits early today and was making preparations to meet the newsmen on New Year's Day.

He was questioned as to whether he had been kidnapped to obtain his services.

"Do you know he is ill?"

"It is because I am against the kidnapping," said Wagner. "As I believe any one who desires to run a saloon is an unfit person."

Mr. Smith said that saloons would not hurt Drexel Hill in the least, as it was big enough to support them.

Others in the delegation were Mrs. Fannie White, president of the W. C. T. U.; Mrs. Edith Getz, Frank Taylor, J. C. Duke and Arthur Garrett, president of the school board of Drexel Hill.

Mrs. White said she was opposed to the licensing bill, as it was in conflict with the Constitution of the United States.

The other is Holman White, district superintendent, who said he had got an unusual number of uplift presents—a pair of suspenders, a Bible and a bottle of

Missing Ten Days



MABEL C. WOOD

Daughter of Mr. and Mrs. Charles E. Wood, of Atlantic Highlands, N. J., who has been missing since December 16. Her parents fear she has been kidnapped.

She was forced to show his shirt to five knots by a blow only inflicted by one he had been in off Tuckerton in the Indian Ocean more than twenty years ago. The crew was in silk shirts throughout the trip. Passengers were confined below decks, which were awash every day.

The Zephyrus, which arrived three days ago, had the same experience. The United States, en route to Europe, for nine hours fought its way through a wind which varied from 100 to 120 miles an hour in velocity. Captain Volberg said the storm began on December 18 and lasted until December 21, when the wireless apparatus was wrecked. The ship, he said, was able to make only two knots in forty-eight hours.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.

The British steamer Athlone came in today under half speed, her captain reporting that he had encountered storms of hurricane force throughout the entire trip from Rotterdam. When a few hours out of the Holland port a faint signal was received from the liner, which was still listing heavily.